Amendments to the Specification

Please add the following title before the first line of text on page 1 as follows:

SAFETY DEVICE FOR LIFTING A BONNET OF A MOTOR VEHICLE IN THE EVENT OF A COLLISION

Please add the following heading between the title and the first line of text as follows:

BACKGROUND OF THE INVENTION

Please add the following heading on page 5, line 7, as follows:

SUMMARY OF THE INVENTION

Please add the following heading on page 9, line 22, as follows:

BRIEF DESCRIPTION OF THE DRAWINGS

Please add the following heading on page 10, line 2, as follows:

DETAILED DESCRIPTION OF EXEMPLARY EMBODIMENTS

Please replace the paragraph beginning on page 12, line 34, with the following rewritten paragraph:

This slowing system more particularly comprises an annular component 37 slipped over the rod 34 and resting against the piston 33. This component 37 has an exterior surface following a frustoconical profile and is orientated in such a way that its part of smallest outside diameter is furthest upstream, that is to say rests against the piston 33. ~~A ring 35 with housings each of which houses a ball 36 is positioned around the annular component 34 and against the piston 30. The ring 35 has an outside diameter equivalent to that of the piston 33.~~ This component 37 also includes an annular protuberance 500 in which an external diameter is approximately equal to an external diameter of the piston 33. In this way, several spaces forming housings are situated between an exterior surface of the component 37 and the inside of the cylinder 30, and delimited by both the piston 33 and the annular protuberance 500, to each receive at least one ball 36. As the rod 34 returns to the inside of the cylinder 30, the

balls 36 are extracted from their housing and follow the frustoconical profile of the annular component 37. By following this profile, the balls 36 rub against the interior surface of the wall of the cylinder 30.

Please replace the two paragraphs beginning on page 14, line 20, with the following rewritten paragraphs:

When the bonnet 1 is opened or closed in normal operation, the rotation axis 10 of the bonnet 1 rests in its support 12, to the rear of the bonnet 1, and the lifting leg 11 secured to the bonnet 1 is able to pivot about the rotation axis 10 of the bonnet 1. Opening of the bonnet 1 under normal operation is achieved in the direction defined in Figure 1 by the arrow F1. The lifting mechanism 2 according to the invention is then folded and locked. At rest, as depicted in Figure 2, the free end of the rod 34 is situated at the top of the oblong opening 201 of the first leg 200 of the link rod 20, and the pivot axis 21 of the link rod 20 and the rotation axis 10 of the bonnet 1 are as far ~~forward~~ rearward as they can be in the oblong openings 22, 23 formed at each of the ends of the link rod 20.

When pedestrian impact is detected, for example against the bumper if the detector is placed in the bumper, the safety device according to the invention is activated. A control unit (not depicted) sends a command to the gas generator 31 to cause it to generate the gases required for the operation of the device according to the invention. The gases generated by the gas generator 31 enter the chamber 32 and push the piston 33. The rod 34 secured to the piston 33 slides along the ring 35 and deploys in a roughly horizontal direction. The rod 34 thus exerts backwards thrust, towards the lifting mechanism 2. Deployment of the rod 34 of the actuator 3 by a certain length first of all unlocks the lifting mechanism 2 as depicted in Figure 3. This unlocking is achieved by a rearwards translational movement of the lifting mechanism 2 and, more specifically, of the link rod, in a direction parallel to the direction of thrust of the rod 34. This translational movement disengages the second leg 202 from the

rivet 204 and frees the pivoting movement of the link rod 20. The translational movement of the lifting mechanism 2 is achieved about the oblong openings 22, 23 formed at the two ends of the link rod 20, until the pivot axis 21 of the link rod 20 and the rotation axis 10 of the bonnet 1 each come into abutment against the ~~rearmost~~ forwardmost end of the oblong opening 22, 23 in which they are mounted. Once the second leg 202 is disengaged under the effect of the actuator 3, the rod 34 continues to move and under the effect of the thrust sets in motion the link rod 20 which begins to pivot about its pivot axis 21 as depicted in Figure 4. As it advances, the end of the rod 34 follows the oblong opening 201 formed on the first leg 200 of the link rod 20, making it easier for the link rod 20 to pivot about its pivot axis. The pivoting of the link rod 20 causes extraction of its support 12 from the rotation axis 10 of the bonnet 1. The rotation axis 10 of the bonnet 1 is lifted as the pivoting of the link rod 20 and its pivot axis 21 progresses, and the articulation of the link rod 20 to the lifting leg 11 of the bonnet 1 causes the bonnet 1 to be lifted as depicted in Figure 5. The bonnet 1 is lifted to a certain height, for example by 80 mm. The extracted length of the rod 34 is of course designed to obtain the deployment of the lifting mechanism 2 and accordingly the lifting of the bonnet 1 to the desired height. The safety device according to the invention therefore allows the bonnet 1 to be lifted in a direction of rotation defined by the arrow F2 in Figures 4 and 5 which is the opposite direction of rotation to that of normal opening, defined by the arrow F1 in Figure 1.

Please replace the Abstract with the attached substitute Abstract.